

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Registration Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

**1. Name of Property**

historic name Knox County Bridge #45

other names/site number 083-675-35016

**2. Location**

street & number Carries Knox County Road #229 over the White River N/A ☐ not for publication

city or town Wheatland ☒ vicinity

state Indiana code IN county \_\_\_\_\_ code \_\_\_\_\_ zip code \_\_\_\_\_

**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☒ statewide ☐ locally. (☐ See continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of certifying official/Title

\_\_\_\_\_  
Date

Indiana Department of Natural Resources

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of certifying official/Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
State or Federal agency and bureau

**4. National Park Service Certification**

I hereby certify that the property is:

\_\_\_\_\_  
Signature of the Keeper

\_\_\_\_\_  
Date of Action

☐ entered in the National Register.

☐ See continuation sheet

☐ determined eligible for the National Register.

☐ See continuation sheet

☐ determined not eligible for the National Register.

☐ removed from the National Register.

☐ other, (explain:)

Knox County Bridge #45

Name of Property

Knox County, IN

County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

- ☐ private
- ☒ public-local
- ☐ public-state
- ☐ public-Federal

Category of Property

(Check only one box)

- ☐ building(s)
- ☐ district
- ☐ site
- ☒ structure
- ☐ object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
0	0	buildings
0	0	sites
1	0	structures
0	0	objects
1	0	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION: road-related

Current Functions

(Enter categories from instructions)

TRANSPORTATION: road-related

7. Description

Architectural Classification

(Enter categories from instructions)

OTHER: Pratt Through Truss

Materials

(Enter categories from instructions)

foundation	CONCRETE
walls	STEEL

roof	
other	

Narrative Description

(Describe the historic and current condition of the property on one or more sheets.)

Knox County Bridge #4  
Name of Property

Knox County, IN  
County and State

## 8. Statement of Significance

### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for the National Register listing.)

☒ **A** Property is associated with events that have

made a significant contribution to the broad patterns of our history.

☐ **B** Property is associated with the lives of

persons significant in our past.

☒ **C** Property embodies the distinctive characteristics

of a type, period, method of construction or

represents the work of a master, or possesses

high artistic values, or represents a significant

and distinguishable entity whose components

lack individual distinction.

☐ **D** Property has yielded, or is likely to yield,

information important in prehistory or history.

### Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

☐ **A** owned by a religious institution or used for religious purposes.

☐ **B** removed from its original location.

☐ **C** a birthplace or grave.

☐ **D** a cemetery.

☐ **E** a reconstructed building, object, or structure.

☐ **F** a commemorative property.

☐ **G** less than 50 years of age or achieved significant within the past 50 years.

### Narrative Statement of Significance

### Areas of significance

(Enter categories from instructions)

TRANSPORTATION

ENGINEERING

### Period of Significance

1903-1956

### Significant Dates

N/A

### Significant Person

(Complete if Criterion B is marked above)

N/A

### Cultural Affiliation

N/A

### Architect/Builder

Indiana Bridge Company

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## 9. Major Bibliographical References

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### Bibliography

(Cite the books articles, and other sources used in preparing this form on one or more continuation sheets.)

#### Previous documentation on file (NPS):

☐ preliminary determination if individual  
listing (36

CFR 67) has been requested

☐ previously listed in the National Register

☐ previously determined eligible by the  
National Register

☐ designated a National Historic Landmark

☐ recorded by Historic American Buildings  
Survey

# \_\_\_\_\_

☐ recorded by Historic American Engineering

Record

# \_\_\_\_\_

#### Primary location of additional data:

☒ State Historic Preservation Office

☐ Other State agency

☐ Federal agency

☒ Local government

☒ University

☐ Other

Name of repository: \_\_\_\_\_

10. Geographical Data

Acreage of  
Property

Less than one acre

UTM References

(Place additional UTM references on a continuation sheet.)

1

1

6

Zone

4

7

6

3

2

0

Easting

4

2

8

1

0

5

0

Northing

2

3

Zone

Easting

Northing

4

☐ See continuation sheet

## Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

## Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

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### 11. Form Prepared By

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name/title **John Warner**  
e \_\_\_\_\_

organization  
n \_\_\_\_\_

date **March 17, 2006**

street & number **5018 Broadway Street**  
\_\_\_\_\_

telephone **317-283-5450**  
\_\_\_\_\_

city or town **Indianapolis**  
\_\_\_\_\_

state **IN**  
\_\_\_\_\_

zip code **46205**  
\_\_\_\_\_

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### Additional Documentation

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Submit the following items with the completed form:

#### Continuation Sheets

#### Maps

A **USGS map** (7.5 Or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

#### Photographs

Representative **black and white photographs** of the property.

#### Additional items

(Check with the SHPO or FPO for any additional items)

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### Property Owner

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(Complete this item at the request of SHPO or FPO.)

name **Knox County Commissioners, Knox County Courthouse**  
\_\_\_\_\_

street & number **111 North 7<sup>th</sup> Street**  
\_\_\_\_\_

telephone **812-895-4893**  
\_\_\_\_\_

city or town **Vincennes**  
\_\_\_\_\_

state **IN**  
\_\_\_\_\_

zip code **47591**  
\_\_\_\_\_

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend listings. Response to this request is required to obtain a benefit in accordance to the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.)

**Estimated Burden Statement:** Public reporting burden for this is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding the burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reduction Projects (1024-0018), Washington, DC 20503.

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**Continuation Sheet – Bridge #45, Knox County, Indiana**

Section 7

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**Section 7 – Description (continued)**

**Narrative Description**

Oriented generally northeast to southwest, Knox County Bridge # 45 carries Knox County Road 229 and Daviess County Road 150N over the White River. For orientation purposes, bridge spans are numbered from the southwest end (Knox County abutment) 1, 2, and 3. The piers are identified as west and east piers, west being closest to the Knox County bank of the river.

Positioned on concrete abutments, the bridge is a three-span, pin-connected Pratt through truss measuring 140 feet in each span of eight panels, with a vertical clearance of 16 feet and a roadway width of 15 feet 9 inches; the overall length of the bridge is 422 feet (photograph 1). One element of the Indiana Bridge Company's success was the use of an extensive library of plans for common items, such as the arrangement of end post connections and diagonals or the arrangement of angle iron members to form portal bracing, which could be compiled into a set that would address a particular need by a customer (photographs 2 and 3). The portal bracing on the Daviess County end span has the Indiana Bridge Company escutcheon (photographs 4 and 5).

Each span has a fixed end and an expansion end and is positioned on either the west or east abutment or on one of two piers located in the river channel. The fixed end is identified by a flat shoe and the expansion end is identified by a roller-bearing nest that eases the effects of temperature change and other expansion-contraction inducing forces. The roller nests for spans 1 and 2 are positioned on the west pier (photograph 6). The fixed ends for spans 1 and 2 are on the west abutment and the east pier respectively (photograph 7); the expansion end for span 3 is on the east abutment, and the fixed end is on the east pier.

The vertical members in the end panels of each truss consist of twin square, loop-welded eye-bars connected at the upper and lower chords with pins; intermediate verticals are laced channels (photographs 8, 9, and 12). Vertical members are pin-connected at the top chord (photograph 10) and at the lower panel point, which includes the vertical member, the connecting pin, the outer end of the floor beam, the lower chord, the diagonal, and (in this case) the eye of the counter. The turnbuckle on the counter, above the eye, is used to make adjustments and assist in maintaining the rigidity of the panels in the center of the spans (photograph 11). The counters act to reduce or eliminate the potential for stress reversal in the center diagonals (changing the stress force from tension to compression) when the bridge is under a live load. Photographs 12 and 13 demonstrate the relationship of the pin plates at the lower end of the vertical in the end panel of each truss, the connecting pin, and the end of the floor beam, the two square bars of the lower chord, and the square bars of the diagonal. Photograph 14 shows the same relationship at the lower end of an intermediate vertical. The end posts are fabricated from channels that are laced on their inner surfaces and webbed with riveted cover plates on their outer surface (photograph 15).

Top and bottom lateral bracing and the stringers that support the wooden deck are standard items found in many bridges (photographs 16 and 17). Photograph 18 offers a ground-level perspective of the three spans and the bridge piers.



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Various sheets of the plan for Knox County Bridge #45 are available from the Drawing & Document Archive, College of Architecture and Planning, Ball State University, Muncie, Indiana, 47306.

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**Section 8 – Statement of Significance**

Knox County Bridge # 45 is eligible for the National Register of Historic Places under Criterion A for its association with events that have made a significant contribution to the broad patterns of our history, in this case, the development of transportation infrastructure between Steen Township, Knox County, and the city of Washington, Washington Township, Indiana. The economic growth of these two communities in southwest Indiana was positively affected by provision of this efficient and all-weather access across the White River, in the early-nineteenth century that hitherto did not exist. A ford, a little north of the bridge's position, was at one time the only crossing point for many miles but could be used only when weather and river conditions permitted. The bridge is eligible for the National Register under Criterion C as a representative example, one of only six remaining Indiana Bridge Company through truss bridges in the entire state, from a regionally-significant fabricator. Pratt through truss bridges such as Knox #45 bear the distinctive characteristics of a type, period, or method of construction associated with this truss form, a standard of the time.

Knox County Bridge #45 is also the single remaining three-span Pratt through truss bridge in either Knox or Daviess Counties. The majority of the remaining iron bridges in Knox County are examples of pony truss bridges associated with small (narrow) stream crossings. Although some of the remaining iron bridges in Daviess County are Pratt through trusses, none from the Indiana Bridge Company, those remaining today are no larger than a single span and are, therefore, much shorter in length. One authority also notes that Knox County #45 also possesses an example of transitional connection geometry in that, "The heavier-duty floor beam and endpost vertical connections illustrate a move away from standard pin design."<sup>1</sup> The period of significance is 1903 to 1956.

There is no date in recorded history that fixes the moment the idea for a bridge over the White River between Steen Township, Knox County and Washington Township in Daviess County occurred to any of the citizens of either county. However, once that idea reached the public domain it would not be denied, and no amount of official refusal could stop it.

Steen Township was organized in 1857 and named for one of its earliest citizens, Richard Steen, a South Carolina native. The township relied on agriculture and coal to support its economy. Coal mined in the area was loaded on flatboats and shipped down the Wabash and Mississippi Rivers to New Orleans. Wheatland, the township's only community, became the primary shipping point for both segments of the economy after its platting in 1858. The arrival of the Baltimore & Ohio Southwest Railroad in Wheatland in the mid-1850s, on its way to St. Louis, Missouri, boosted the importance of this small community. By 1880, Wheatland had a full complement of community necessities such as general stores, doctors, churches, saloons, blacksmiths, schools, and a grist mill. Although closer in distance to Washington, Indiana, in Daviess County, the 12-mile trip to Vincennes took less time and effort than crossing the White

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<sup>1</sup> HABS/HAER Inventory Form, Subject: Knox County Bridge #45, Dated 1986.

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River east of Wheatland, by ford or ferry, especially in inclement weather or during the spring flood season.<sup>2</sup>

Washington Township, Daviess County, Indiana was organized in 1825 and the city of Washington, the first substantial settlement, immediately assumed the role as county seat. Growth in the early decades of the nineteenth century was slow but in the 1850s Washington benefited from the arrival of two transportation means, the Wabash and Erie Canal and the Baltimore & Ohio Southwest Railroad (B&OSW). The canal passed through Maysville, a small community approximately four miles to the southwest of Washington but the railroad ran right through town. The spur to the local economy brought by the canal was short-lived, but the railroad flourished and eventually a major maintenance facility in the town provided a steady source of income to many workers. Like its neighbor across the river in Steen Township, Washington Township developed its significant coal resources and along with its status as the county seat developed a healthy economy that sustained the continued growth well into the twentieth century.<sup>3</sup>

The first published accounts of petitioning for bridges over the White River between Knox County and Daviess County, Indiana appeared in *The Commercial* and the *Daviess County Democrat*, newspapers in the cities of Vincennes and Washington respectively.

The 3 June 1902 edition of *The Commercial* carried an account of a county commissioner's meeting in Vincennes at which a delegation from the county's Steen Township presented the commissioners with a petition for two bridges over the White River. In what was likely to prove a tactical error, the delegation of township residents was accompanied by four prominent members of the city of Washington who were there to urge support of the petition. The petition asked for "... \$32,000.00 which amount will be bourn jointly by Knox and Daviess Counties." The reason that Knox County commissioners were petitioned for an inter-county bridge stems from the practice in Indiana of designating a "lead" county in these situations. The lead county is the county whose eastern or southern boundary contains one of the abutments for the bridge being contemplated. The article concluded with the following statement, "There is considerable hostility to the plan and the Commissioners postponed action on the petition." A later article in the same paper stated that the petition was "...put on foot by Washington and Daviess county merchants and signed by a few taxpayers of Steen Township..."<sup>4</sup>

On 7 June 1902, the *Daviess County Democrat* ran an article about the petition presented to the Knox County commissioners by 40 citizens of Steen Township requesting the two steel bridges over the White River. One bridge would be built near Maysville, in the southwestern corner of Washington Township, Daviess County, and one north of the B&OSW railroad crossing

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<sup>2</sup> *Illustrated Historical Atlas of Knox County, Indiana* (Philadelphia, PA: D.J. Lake and Company, 1880), 51-61.

<sup>3</sup> Indiana Historic Sites & Structures Inventory, *Daviess County Interim Report* (Indianapolis: Indiana Department of Natural Resources, 1987), 30-31; *Atlas of Daviess County, Indiana* (Philadelphia, PA: D.J. Lake and Company, 1880), 272 and 299.

<sup>4</sup> *The Commercial*, 3 June 1902.

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point, near the Weaver mines, in the same township. Prior to this time, other than the railroad bridge, the only available means for crossing the river was a ford north of the railroad line and a commercial ferry operated south of the railroad, both subject to the vagaries of nature and high water.<sup>5</sup>

The actual petition presented to the Knox County commissioners was not copied into the records nor was it published in local newspapers. In their decision ruling of 12 June 1902, the commissioners made the following statement, “In the matter of Jefferson Lytton, et al, for the two bridges across the White River in Steen Township. And the Board being duly advised in the premises do hereby reject the said petition and order the same dismissed from the record.” While this judgment appears to be straight forward and, as is often the case, likely predicated on the lack of funds/local support for the petitioned action, there is much more to the story. Jefferson Lytton, the primary petitioner, was a well-respected doctor in the Wheatland, Indiana community.<sup>6</sup> Somewhere in the fray over the two bridges, the petitioners, most likely those in Daviess County reduced the number of bridges sought to one.

The commissioner’s decision to reject the petition was reported in *The Commercial* on 13 June 1902. A portion of the article took credit for alerting the citizens of the county to the petition and therefore causing “... local businessmen and taxpayers of the city uniting in a strong opposition against the scheme....” The opponents hired two attorneys to plead their case and they argued that the citizens of Steen Township “had no right” to vote an expense on the taxpayers of the entire county.<sup>7</sup>

The proposed means for financing the estimated cost of the bridge was a tried and true method – taxation. State law, Chapter 16–Bridges in the Revised Statutes of 1881, dictated that the two parties, the counties, involved in a bridge decision would share the cost of the project through “appropriations [that] shall be in proportion to the taxable property of the two counties.” The same statute authorized a single county to build a bridge if the other county refuses to actively participate and if “in their opinion public convenience requires the same” and if “first having obtained the consent and permit of the land-owner in the adjoining county, whose land will be occupied by the bridge....” For example, in the case of Knox County Bridge #45, the proportional share for Daviess County was 80 percent of the total and for Knox County (only Steen Township) it was 20 percent. In order for the county commissioners to appropriate funds for such a project, an election to determine the will of those to be taxed was required to be held and a majority of 60 percent in favor had to be obtained for the process to continue.<sup>8</sup>

Jefferson Lytton and his fellow petitioners in Steen Township still wanted at least one of their bridges. Having refused to accept their county commissioner’s decision to reject, they made

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<sup>5</sup> *Daviess County Democrat*, 7 June 1902.

<sup>6</sup> *Knox County Commissioners Records*, Volume Q, September 1898–August 1902, 573; *Illustrated Historical Atlas of Knox County, Indiana*, 51-61.

<sup>7</sup> *The Commercial*, 13 June 1902.

<sup>8</sup> *Ibid*; *Revised Statutes of Indiana* (Chicago: E.B. Myers Company, 1881), 571.

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it clear that “it is the intention to build this bridge without aid or consent of the Vincennes businessmen...” In support of their neighbors across the river, a Daviess County resident by the name of W.C. Wright and others presented a petition to their county commissioners “...praying an order of the Board authorizing and directing the twp of Washington in Daviess County, Indiana to make an appropriation of \$10,000 to aid in the construction of a free public bridge ... connecting the said county with Steen twp of Knox County...” and the officials of Daviess County “... ordered and adjudged ... that said petition be taken under advisement... polls in Washington twp be opened on Tuesday August 19, 1902.” The Board ordered the county engineer, Edward C. Faith, to “draw up plans and place in the auditor’s office.”<sup>9</sup>

On 14 June 1902, the *Daviess County Democrat* contained an article titled “New Bridge Scheme: One May Be Built In Spite of Vincennes.” The general direction of the story pointed a finger at the Knox County commissioners for their penchant for “...acting on the advice of hungry Vincennes merchants” because they “have refused to honor the petition of the Steen township taxpayers who demanded an election” which was necessary to finance the proposed bridges. Another account in the *Democrat* on 23 August 1902, was even more direct in reporting the influence of the Vincennes merchants on the commissioner’s decision and clarified the situation as follows, “...Vincennes businessmen appeared before the county commissioners of Knox county and made such a kick, declaring that the building of the bridge would enable farmers to do their trading in Washington [Daviess County] instead of Vincennes...” It was obvious to folks in Washington too because the *Democrat* quoted the Daviess County commissioners on their opinion that “The bridge will be worth many times its cost to this city and township....”<sup>10</sup>

Washington Township taxpayers went to the polls on 19 August 1902. The results of the election, 64 percent in favor of the levy, clearly indicated a willingness on their part to accept the tax levy for the bridge in the amount of \$10,000; the Steen Township folks agreed to personal subscriptions to make up the difference between the appropriation and the full cost of the bridge. In September 1902, the Board in Daviess County ordered a levy of 20 cents on each \$100 of taxable property in Washington Township. After this directed levy, the process of acquiring the bridge moved forward in a traditional manner common to almost every other county in Indiana. In October 1902, the Daviess County commissioners approved the county engineer’s plans and ordered the auditor “to advertise for bids to be opened and accepted not later than November 10, 1902.”<sup>11</sup>

There were 10 bids presented to the Board to be evaluated; five were from Indiana firms, one from a New York firm, three from Ohio, and one from Illinois. For some reason not recorded

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<sup>9</sup> *Daviess County Democrat*, 14 June 1902; *Daviess County Commissioner’s Records*, Volume T, August 1900–December 1902, 303-304 and 348.

<sup>10</sup> *Davies County Democrat*, 14 June and 12 July 1902.

<sup>11</sup> *Daviess County Democrat*, 11 October 1902; *Daviess County Commissioner’s Records*, Volume T, August 1900–December 1902, 350.

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in the records, the Vincennes Bridge Company, a prolific bridge builder in Indiana, withdrew its bid before consideration by the Board. The high bid was \$14,980 and the lowest was \$13,664 from the Indiana Bridge Company from Muncie, Indiana. Ironically, Vincennes Bridge Company's bid of \$13,146 would have been the lowest had it not withdrawn the bid. The Indiana Bridge Company got the contract for the bridge including both super- and sub-structure in the amount of \$13,664.<sup>12</sup> It does not take an overactive imagination to believe influence from Vincennes businessmen or Knox County Commissioners had something to do with the bid being withdrawn. Possibly, these two parties believed that by raising the final cost of the project they could dampen Steen Township's desire for the bridge. Additionally, Vincennes Bridge Company, a local firm that received a lot of business from these same commissioners, surely thought that withdrawing the bid signaled its solidarity with the other groups in the community who challenged the bridge on economic terms.

The Indiana Bridge Company was not a newcomer in the bridge building business. Formed by four Muncie, Indiana businessmen in early 1886 with the purchase of the Indianapolis Bridge Company, the partners decided in late 1886 to pack their equipment on railroad cars and move it to Muncie. The charter of the new company stated in part their mission to "...manufacture iron, wood and combination bridges, architectural and general iron and steel work...." Concurrent with the formation of the company was the acquisition of the patent for the Godman "leg bridge" which became an early mainstay in the company's inventory that included small truss-type bridges, both types popular with county commissioners looking for quality work at a reasonable price. As iron bridges replaced wooden structures and buildings rose above two or three stories in the late nineteenth and early twentieth centuries, Indiana Bridge engineers and field representatives sought work throughout the Mid-west and nationally; company employees addressed the needs of bridge builders, grain elevator owners, structural steel designers of "skyscrapers", and even a mill for Inland Steel at Indiana Harbor, Indiana. Often, Indiana Bridge crews went to construction sites to build or later, supervise the erecting of a bridge. Through a firm commitment to customer satisfaction and an unflagging desire to design and fabricate the best bridges (and other work) possible, the Indiana Bridge Company enjoyed a reputation for professional competence for many decades. Today, its bridges continue to serve Indiana.<sup>13</sup>

With a signed contract in hand, Indiana Bridge Company went to work. The contract required the bridge to be completed by 1 August 1903. The county records make no further mention of the bridge or its completion date in superintendent reports, viewer's reports, nor was there any mention in local newspapers. It appears that the bridge was completed on time and met the commissioner's (the plans and contract details) satisfaction. A final entry about the bridge appeared in the Daviess County records on 10 December 1903. "In the matter of certain moneys subscribed by persons of Steen Township, Knox County," the commissioners ordered the auditor

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<sup>12</sup> *Daviess County Commissioner's Records*, Volume T, August 1900–December 1902, 396.

<sup>13</sup> *The Indiana Bridge Company: A Hoosier Tradition* (Muncie, IN: The Indiana Bridge Company, 1952), passim.

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to "... notify the several persons that their various subscriptions are due and payable to the treasurer of said county on or before December 21<sup>st</sup> 1903." From this entry, it appears Daviess County officials considered the matter of the White River Bridge complete except for the monies owed by the Steen Township taxpayers.<sup>14</sup>

The history of Knox County Bridge #45 demonstrates a number of significant items of interest. First, it stands as a monument to the determination of private citizens and, in this case, one local government to better the lives of themselves and other citizens by providing for an all-weather transportation asset that benefited both communities and their economic growth. Secondly, the bridge demonstrates the professional engineering standards employed by the Indiana Bridge Company that resulted in a bridge that is over 100 years old, maintains a high degree of integrity, and remains an exceptional representative of its standards for excellence. Finally, Knox County Bridge #45 evokes images of a historical period in Indiana's past that likely marked a high point in the industrialization of the state's economy and the pride evinced by its workers and supervisors who branded this product with the legend "Built by Indiana Bridge Company, Muncie, Indiana," so that everyone crossing White River between Washington Township, Daviess County and Steen Township, Knox County, would know who made it possible.

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<sup>14</sup> *Daviess County Democrat*, 15 November 1902; *Daviess County Commissioner's Records*, Volume T, August 1900–December 1903, 558.

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**Section 9 – Bibliography**

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**Section 10 – Geographical Data**

**Boundary Description:**

From a start point 40 feet north and 10 feet east of the northeast end post of the bridge; proceed southeast across Daviess County Road 150N to a point 10 feet east and 40 feet south of the southeast end post of the bridge; turn southwest and proceed across the White River to a point 10 feet west and 40 feet south of the southwest end post of the bridge; turn northwest and proceed across Knox County Road 299 to a point 10 feet west and 40 feet north of the northwest end post of the bridge; turn east and proceed across the White River to close on the start point.

**Boundary Justification:**

The boundary as described includes the abutments, piers, and spans of the bridge and its immediate environs.



Photo 1



Photo 5



Photo 8

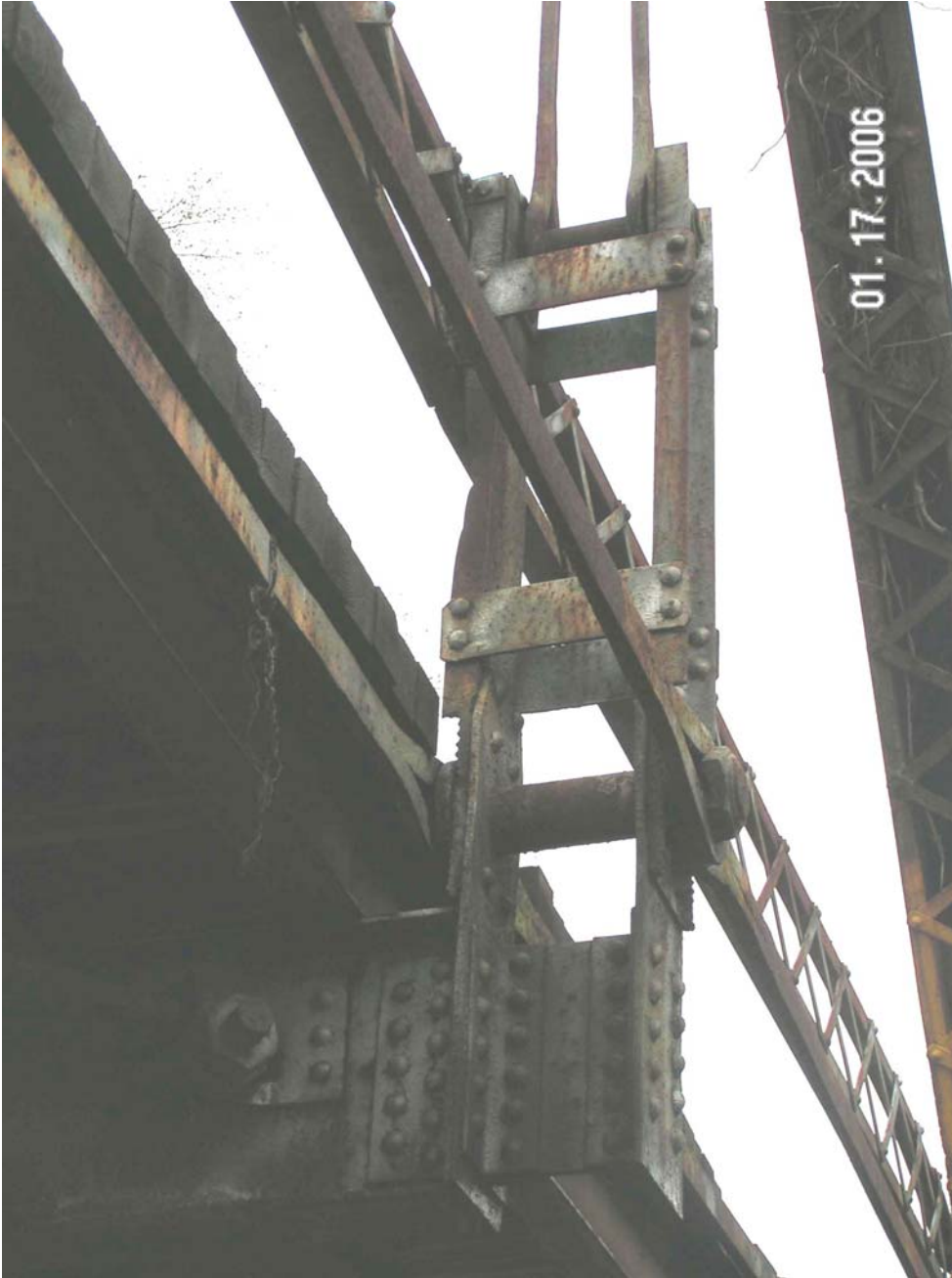


Photo 13